

Jan 70

AWHEEL

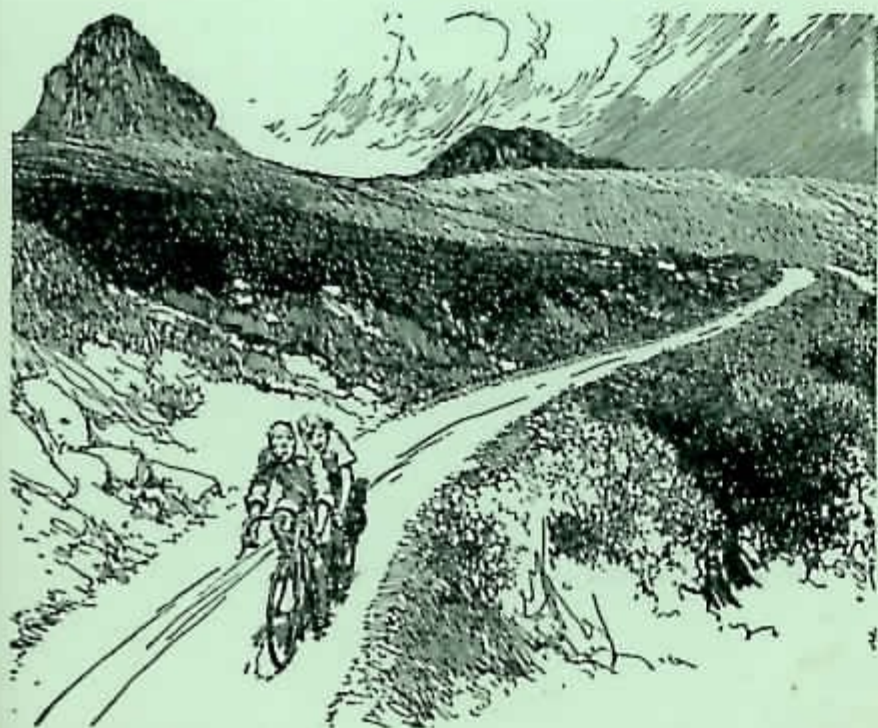


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LATEST DATE FOR NEXT ISSUE: 20th January 1970.

E D I T O R I A L .

Firstly I must apologise for the delay in this months 'Awheel', but during Christmas week I moved house and had most things to do myself with Jim being away, and of course Christmas came and that meant entertaining and going out to parties. So I hope you will all forgive me this month.

I hope you will all do your best to make the 'Awheel' have a profit this year, because last year we made a loss of just under £1. If you can get an advertiser or even sell an extra copy it all goes to help the 'Awheel' going, without getting into the red.

This years best article in the 'Awheel' was written by Jim Hopper, although I am not sure which

D. A. DIARY.

- 25th January: D. A. Slide Evening, Navigation Inn, London Road, Derby.
- 28th February: D. A. Committee Meeting, Navigation Inn, Derby.
- 7th March: D. A. Lecture.

D. A. A.G.M.

The D. A. A.G.M. was held on 7th December at Little Eaton, among those present were Councillor & Mrs Myers and Mr. Newey Of Manchester.

The Secretary read his report which was full of detail and very good, then the Treasurer gave his report which was also full of detail but not so good money wise, among the loses was the 'Wheel' and the Annual Dinner.

The Election of Officers was as follows:-

- D. A. President: A. Beestall; Vice President: J. Jelly; Hon. D. A. Secretary: R. Taylor; Hon. D. A. Treasurer: G. R. Clapton; Hon. 'Wheel' M: G. M. Hopper; Hon. D. A. Auditor: F. Markland, Hon. D. A. Registration Officer: P. Winrow; D. A. Ticket Agency: G. R. Clapton; D. A. 'Wheel' Sales Officer: R. Wright.

Section officials are as follows:-

- Alfreton: Hon. Sec: M. Bailey, Hon. Treasurer: A. Barlow.
- Burton: President: D. Pogson, Hon. Sec. J. Woodings; Hon. Tres. S. Williams; Y. H.A. Sec. E. Hopper.
- Derby: Hon. Sec: G. R. Clapton; Hon. Tres: L. Northern; Runs Sec: M. Bridges; Social Sec: E. Clapton.

D. A. Annual Events:- B.C.T.C. May, a date to



Dunstanburgh Castle, Alnwick.

fixed.

Standard Rides: Burton - Night Ride to York
Rally and 13th September.

Rough Stuff: Derby - 7th June.

Treasure Hunt: Burton - a date to be fixed.

Hill Climb: Alfreton - 4th October.

D. A. Slide Evening: 28th January at Derby.

D. A. Lecture: 7th March - Les Warner on the
Continent.

D. A. Dinner: 28th November and we are to
provide our own entertainment,
This is being done by Jim Jelly
and Company.

Long Eaton Section have at the moment no
riding members, but if there is anyone interest-
ed in cycling in the Long Eaton area then you
may get in touch with any of the Section Secreta-
ries and they will be only too willing to let
you join there Section run when in your area.

Before the meeting closes Councillor Myers answered questions from members on cycling and other matters relating to the running of clubs and club activity.

The meeting was closed and tea was then served and members had a good talk before leaving for home.

G.M.H.

NEWS FROM THE SECTIONS

ALL ABOUT ALFRETON.

The day after the dinner saw Mick Bailey and myself out at Ambergate, we decided that instead of going Crich way to Ashover, we went via Whatstonwell and up the hill to Holloway. A climb out of Holloway, saw us into the open Countryside that can be found, East North East, of Holloway and Dethick, crossing the Tansley road on a dry but rather grey day, the cycling was found to be easier as we made our way down to Ashover for dinner. Here we were met by Mick Richardson, who had come over from Chesterfield to meet us. Soon after settling down in the pub, Clive arrived, having made his own way from Beesley.

After dinner Mick Richardson bid us farewell, and the three of us made our way up Slack Mill and onto Matlock Moor, in the afternoon we held our freewheel contest on Matlock Moor, Mick first, myself second and Clive was third. Afterwards we made our way over the tops by Flash Dam, and down that steep and dangerous hill into Little Rowsley. A short ride along the river, followed by a stiff climb up the hill and Stanton in the Peak was reached in plenty of time for tea.

The last Sunday in November was a united

effort with John Markland and Dave Whitlock of the Derby Section joining up with Mick Bailey and Alan Fritchley at Ambergate. On a frosty day with a scattering of snow, the riders set off for Cromford, then up the "Via" to Hopton, across to Brassington from there a short but hilly run to Kniveton, followed by a downhill run into Ashbourne for dinner. After dinner tracks were made home on the A517 for Belper. Dave left the group at Hulland Ward, and John bid Mick and Alan farewell at Hazelwood Junction, a hard climb out of Belper and Mick was at home, leaving Alan to cover the last seven miles to Riddings.

Sunday December 7th was the A. G. M. The morning was a real shocker, with a fall of icy snow making side roads treacherous, this was followed by icy rain, Alan and myself sat drinking tea in a cafe at Ambergate, and was really pleased we had not got far to go, when Mick turned up in his car, and offered to run us to the meeting. An offer which we gladly accepted, so Alan and myself put caps on and pulled caps well down and faced the elements of the weather as far as faced the weather as far as Mick's home at Belper. Here we left our bikes in Mick's shed and gratefully scrambled into his car, for a short run to the pub at Belper Lane End for a drink and a game of darts. Afterwards across to Farnah Green for dinner, here we met some of the Burton crowd and members of the Derby section. After dinner we made our way to Little Eaton for the meeting.

After the meeting we went back to Micks for tea, and Mrs. Bailey put on a very good meal for us. When Alan and myself left for home it was as warm as a Spring evening, the weather had turned a full cycle from earlier in the day.

Arthur

DRAFT NEWS FROM BURTON

To continue the epic of the slide battle between Burton and Derby sections, more than twenty members enjoyed the comments of Derek Lovatt at St. Pauls Institute. The result Burton 212 points, Derby 198 points and on aggregate Burton section won by 22 points.

Despite the poor weather on recent Sundays support has been fairly good on section clubruns Pete's run to the Gibbett Post near Trycross was marred by the fact that he refused to give us a practical demonstration, despite plenty of encouragement from members.

Dry cold weather was again the order of the day for Sheila's run to Letocetum by Lichfield. Patches of snow on the Roman remains did not encourage loitering in the cold wind although it was pleasantly warm in the museum.

The first clubrun in December saw nine wet footed members attending the District Associations annual general meeting, at Little Eaton. I think we were the only members who cycled to the meeting, which was rather poorly supported.

The following Sunday no less than fifteen members attended the sections Christmas dinner at Thorpe, thirteen members were on cycles and most of them had wet feet again due to the early downpour. The annual freewheeling contest was won by Terry Williams with Pete Rose second and Ted Hopper third. The meal was the usual Christmas fare and was enjoyed by all, several members had also stayed at Hartington youth hostel overnight.

The last clubrun before Christmas saw a brave trio leave the Abbey Arcade to attend the Leicestershire District Associations carol ser-

vice at Barrow on Soar, we collected the runs leader at his front door near the top of Ashby Road. A rather winding route saw us reach Blackshay Farm nearly an hour late for lunch, this due to a social break at the Forest Rock Inn near Whitwick. The service was again well supported, although I only saw four other members from the Derby D. A. including the President. Phil Allen Charnwood Section Secretary tells me that they try to have a different church each year usually in the area of one of their sections and next year may be in the Leicester area. It certainly puts our district associations church service in the shade as far as support goes.

I have not heard any further details yet of members prospective tours for 1970., but accommodation bookings for Easter are going ahead, so any one interested get in touch as soon as possible with myself or if hostelling with Ted Hopper, the venue is Dala.

John.

LAST RIDE TO RUDYARD LAKE.....CONT.

What with the cold and the gale force wind in our faces I was glad I had put my jeans on that morning and left my shorts in my saddlebag. When at last we reached the top and headed towards the "Mermaid" the change of direction gave us a little relief and it was not long before we arrived at Elkstones in plenty of time for dinner.

Warmed and refreshed, we continued on our way which was on to the Manifold path at Warslow. We had wondered whether to join the section at the advertised tea place, Over Hadon, but decided against it in the end, which was just as well since they had tea at Monyash as we later learned. I suppose the Manifold route is flat, which is in its favour as far as I am concerned but by the

S E HOW THEY RUN.....

ALBERTON SECTION

HON. SEC: H. Bailey, 2, Wharfedale Avenue,
Belcher. DE5 1GX.

SECRET: Hart Arms Hotel, Ambergate: 10.a.m.

11th January: Russian Cottages Clive.
L. Little Longstone
T. Stanton.

13th January: Over the Hill
L. Ashbourne
T. Farnah Green

25th January: In the Valley
L. Over Haddon
T. Darley Dale

1st February: Roystone Grange Arthur
L. Thorpe
T. Stanton

BURTON SECTION

HON. SEC: J. Woodings, 16, Short Lane,
Burton under Needwood.

SECRET: Abbey Arcade, High Street,
Burton on Trent.
10.00a.m. unless otherwise stated.

10th January: Shining Cliff Y. H.

12th January: Alport Height G. Bird
L. Farnah Green.

14th January: Weaver Hills F. Dolman
L. Ellastone.

20th January: Castle Ring J. Woodings
L. Lichfield.

1st February: Old Johns Tower E. Hopper
L. Blakeshay Farm.

DERBY SECTION

- HON. SEC: G. R. Clapton, 22. Kew Gardens,
Mackworth Estate, Derby. DE3 4AJ.
- RUNS SEC: M. Bridges, 34. Excelsior Avenue,
Alvaston, Derby. DE2 0AE.
- START: Public Library, The Warwick, Derby.
- CLUBROOM: Navigation Inn, London Road, Derby.
Wednesday. 7.30.p.m.-10.30.p.m.
- Sorry no details see runs secretary.

cont. from page 7.....

end of it I was feeling decidedly saddle-sore with all the joltings and bumps and it was almost pleasant to climb up out of Waterhouses and proceed via the main road to Ashbourne, always a fast and easy ride.

After that, there is not much to tell. We carried on homewards along the usual lanes and were back at Stretton by 5.30, in time for tea.

Here's to Rudyard Lake's replacement, no doubt we'll visit it sometime.

Margaret Rose.

THE LUCK OF THE IRISH PART 1.

On a recent cycling tour in Eire near a Power Station I saw a placard, on it painted. DANGER! These overhead cables carry high voltage electricity to touch them means instant death. Offenders will be prosecuted.

Patrick Murphy.

LEICESTER D. ... CAROL SERVICE.

The Leicestershire C.T.C. Cyclists' Carol Service was again a great success. This year held at Barrow on Soar for the first time, the total congregation of about 140 included C.T.C. Sections and individuals cycling in from Derby, Nottingham, Melton Mowbray, Leicester, Hinckley, Ashby and Coalville.

Those cycling from Derby were Charlie Beard, Len Northern, and John Markland. They were joined by Arthur Deastall of Ripley who also seems to always make this an annual pilgrimage.

The vicar gained the cyclists' interest by talking about willing feet going places and then went on to say the Christmas Story was about Shepherds and Kings who went with willing feet.

The lessons were read by cyclists from different parts of Leicestershire and teas in the Church Rooms were arranged by Faith Murray and a team of helpers from the Loughborough Section. £11. 9. 2d. raised by the collection goes to handicapped children at Woodhouse Eaves.

Ken Pepper.

ROADSIDE REMINISCENCES NO. 26.

by 'Old Timer'

Way, way back, in the distant past, a small group of people formed a settlement by the side of a river. They chose the spot because the river was easy to cross at this point and water was necessary to sustain life. All around them was forest, thick and overgrown and they did not wonder from the settlement because superstition and fear was rife, there were also wolves, boar and other wild animals ready to prey on the unwary.

About twelve miles away, by the other side of the river, other people settled and they too stayed close to their surroundings, for in the dark ages only the bravest of the brave dared to travel. The lives of these people were fully committed to the arduous task of survival, for they had to be completely self supporting, there were no roads and communications just did not exist. They used wood from the immediate forest, to build shelter and to keep their fires burning, food was fish, flesh and wildfowl that they could manage to capture with primitive weapons or snares, roots and berries which by trial and costly error they managed to find and eventually cultivate as they learned the hard lessons of survival.

Gradually the area round the settlement grew larger as they hacked and used the trees and as time passed they became more skillful in the art of keeping alive. As they foraged and hunted they made tracks into the forest, which by continual use became widened and hard packed. Then one day whilst hunting, one of the members of the first settlement met up with a member of the other settlement. Doubtless they were wary of each other at first, but companionship prevailed and they met often after that and knowledge and experiences were exchanged to their mutual benefit. The track through the forest linked up the two settlements and trade was established -- a primitive road was formed. The rough carts and horses' hooves cut up the surface, but they repaired the ravages with soil thrown into the depressions.

Strolling Players, Mountebanks and Holy Men on Pilgrimage, began to use the rough road, bringing each in his own way, knowledge from distant parts. So grew the road, varying little in its improvement, until the Romans, pushing

northwards, applied their roadmaking 'Know how'. They straightened out the twists and turns and layed a foundation of rocks, with smaller stone on top, to pack down into a more durable surface, to carry the wheels of their chariots. Skirmishes were frequent and many a man toiled, suffered and died as the road advanced, for the Romans were stern task masters and the whip was their inducement. Small paths led off from the road and developed into hard packed tracks, leading to small villages, with hardy individuals established as they sought their own way of life. The main road was the chief link between the two settlements, which were growing in size, so that they now could be classed as towns.

The time came when the Roman Era ended and most of them returned to their native land, but the road endured. A lot of forest had been cleared alongside the road, forming fields for growing corn and other fields held cattle, for the people had learned how to grow food as well as just hunt for it. A Hostelry was built, at the half way point between the towns and became known as "The half way house" where travellers could drink and feed whilst travelling the road, although travelling was still a precarious business.

Although the wild animals had gone from the vicinity, there were robbers, ruffians and footpads to take their toll, armies still marched the road, for Scottish marauders penetrated south, Civil War occurred and many a hunted man, be it beggar or King, must have traversed this road with fear fluttering their hearts.

Traffic using the road began to increase. Herders Herded their cattle along it and horsemen pounded its surface with their hooves. Carts were improved and Coaches built to carry

Mail and passengers between the towns, travelling was becoming more commonplace though not comfortable, for there was dust in Summertime and mud and cold in Winter.

Courts and Assizes were held in the larger towns and the Judge, probably a harsh man, face flushed with liquor and high living, would find himself staring into the wide bore of flintlock pistol, as his carriage was held up by the "Stand and Deliver" call from a masked Highwayman along the road. One can imagine his livid curses, as he was plundered of his golden sovereigns or jewellery - maybe 'Her Ladyship' in private carriage, travelling to a clandestine lovers tryst, would be held up too, but with the gallantry of the times, perhaps a stolen kiss, would pay her toll to the laughing highwayman, before he disappeared into the thicket of woods, to allow her to travel the road.

So wheels turned, behind horses until the bicycle came on to the road. The 'HobbyHorse', fitted with levers, gave place to the Old ordinary Bicycle (known as the Penny Farthing), the riders of which must have been real tough, for narrow wheels fitted with solid tyers gave them an uncomfortable ride over the road, rutted and potholed and when the front wheel hit an obstruction, the small back wheel came up and over, pitching the rider over the handlebars - a handy way to dismount, if you were agile enough to land on your feet!

Many were the clashes, I've heard tell, between horsedriers and cyclists, the horsemen lashing out whips or running the cyclists into the ditches, but the pioneer cyclists survived. When the 'Safety Bicycle' arrived, and later, pneumatic tyres, comfort and speed were greatly improved and the road between the two towns car-

ried many cyclists. They were kings of the road, seeking out the wonders of the countryside, riding time trials, against the clock and setting up long distance records—other people still relied on horse drawn vehicles. Come the internal combustion engine, then crude motor cars and lorries rumbling along the road. Most lorries had Solid tyres, which played havoc with the road surface, but a Scotsman, John Macadam, invented a method of mixing hot pitch with stones, so 'Tarmac' was born and speed on the surface of the road the Romans laid.

For many years the roads between the two towns was pleasant to use, grass verges, small thickets of trees and open fields, gave each its joy. One met an old tramp wandering his mysterious journeys, belongings bundled on the end of a stout stick, over his shoulder, sometimes he would 'brew up' by the roadside and some were not averse to your company and many a tale of wisdom and country lore would come from those wishing to talk. But some were silent men, the 'dro' outs' from the society of those things. I often wondered what tragedies had started them 'on the road'.

The motor car became popular and travelling on the main road became less pleasant, gone was the countryfied feeling of the road and in its place was the "ed, thrust and jerry" of speeding traffic.

The time came when the old road could no longer contain its 'travellers' and death and bloodshed again sullied its course, though this time by accident rather than intentions. A new road was designed, to run by the side of the existing one, that had seen so many centuries of changes.

Gangs of men once again toiled by the roadside - no whips, but money and bonus spurred their efforts, modern machines and concrete improved the time, taken to build the modern road, with 'flyover' junctions, lay byes, white lines and directional signs, but the old road still carries the pounding wheels in one direction, for it now becomes part of a dual carriageway, to continue its contribution, to those who 'travel the road'.

'Tis not a place to encourage cyclists now, though early Sunday mornings you can see the racing men, in their coloured jerseys and racing shorts, 'pushing the breeze' as they accept their challenge, but I doubt if any of them give a thought to the hurrying hordes that have gone before.

The road I have written about, is the section of the A38, between Burton and Derby and so ran my mind as I rode along it a few weeks ago. There is no need to keep a look out for wild animals, with glaring eyes today - it is 'eyes front' for wild motorists, with glaring headlights but you still need to glance over your shoulder now and again, for fear of a 'dark shape' looming up behind you.

THE OLD FLINT MILLS.

In 1968 during one of its Sunday runs Burton Section having lunch at Consall Forge used the old Canal tow path to reach the village of Cheddleton near Leek. Here they came upon two old water mills sited side by side on the river Churnet. They were obviously not used but showed signs of recent restoration.

A few weeks ago a small party of the same section returned, following a recent television programme showing the improvements and restoration,

the mill was being open to the public.

The original mill was built for grinding corn—certainly before 1684 probably much earlier.

The need for grinding flint after 1720 gave rise to the building of several mills and the North mill was built, probably by James Brindley about 1756-1765 specialy to grind flint.

Brindley surveyed the route of the Galdon Canal in 1772, when the canal was opened in 1777 the transport of flint via the Trent and Mersey Canal and Runcorn from the coasts of South East England was made easier. This would have encouraged the owner to strengthen the original corn mill (south mill) to carry the flint grinding men and equipment. This might have occurred between 1780-1820 when the potteries expanded very rapidly. From 1856-1903 the mills were owned by J. and G. Mackin Potters of Hanley; in 1903 they were sold to George Edwards and son who closed them in 1963 and sold them to the present trust in 1967.

The wheels are 'undershot', the river Churnet providing a sufficiently strong flow of water.

The ground flint is used in pottery to whiten it. Before its use sand was used as the ingredient to provide the free silica which made the clay more refractory and able to withstand higher firing temperatures. The sand used in the Farleigh came from Max Cop.

When the merits of ground flint were recognised the dust caused in preparing flint resulted in dreadful destruction of the lungs (Pneumoconiosis) so in 1726 Thomas Benson took out a patent to grind flint in water instead of dry. This method was the one used at Cheddleton.

cont. next month.

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